

COUNTRY Germany Approved For Release 2004/04/15 : CIA-RDP82-00457R014900150008-7 REPORT NO. [REDACTED]TOPIC Cottbus AirfieldEVALUATION see belowPLACE OBTAINED [REDACTED]

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DATE OF CONTENT 1 July to 21 September 195225X1
DATE OBTAINED [REDACTED] DATE PREPARED 22 October 1952REFERENCES [REDACTED]

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PAGES 4 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

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1. [REDACTED] the personnel who had left Cottbus airfield in late July and early August 1952 were only ground personnel who were transferred to Jueterbog Altes Lager. The unit was replaced by new ground personnel who did not speak or understand German. (1)

2. The fittings in the barracks installation, such as light wires, switches and toilets, most of which had been dismantled and taken along to Jueterbog by the old ground personnel, were newly installed in August. Work was being done at day and night.

3. In late August, VP men were stationed at the field. On 29 and 30 August, 400 men arrived there. (2) Work by craftsmen of several firms still continued in the barracks installations. There were still many Soviet troops at the field, although the barracks installations were vacated by the Russians. (3)

4. Between 5 and 6 a.m. on 4 September, many three-axle trucks without superstructures moved from the field toward Kolkwitz to the road leading to Berlin or to the autobahn. The two rear axles had dual wheels. Such trucks were repeatedly observed previously. They were driven individually or in groups of 2 or 3.

5. At 11:30 a.m. on 23 August, there was no air activity at the field. At 4:30 p.m. on 26 August, a low-wing monoplane with radial engine and rigid landing gear was observed over the field and over the town. At 2 p.m. on 2 September, four aircraft with radial engines, single rudder assembly and an antenna rod flew over the field. No take-offs or landings were observed at the field. Between 11 a.m. and 2 p.m. on 4 September, the four aircraft again were again involved in the same air activity over the town. (4)

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- 25X1 6. [redacted] the barracks installations at the field were occupied by VP men on 4 September. VP men received basic training in the barracks yard. A green JU-52 plane was allegedly parked at the field. Repair work at the field which was performed by several firms had to be completed by 6 September.
- 25X1 7. [redacted] in early September that the air unit which was previously stationed at Cottbus airfield departed for an undetermined destination in late August. On 20 August, the Soviet captain [redacted] added that he and his unit were leaving permanently.
- 25X1 8. Employees of administrative offices in Cottbus confirmed that the airfield was vacated by the Russians and that the barracks installations were occupied by Air VP men. (3)
9. During the first week in September, practice flights were made by slowly flying, single-engine monoplanes and biplanes. The aircraft were painted gray-green. The aircraft previously stationed at the field were no longer observed. (4)
10. The VP men stationed at Cottbus airfield wore uniforms which had a lighter color than the standard VP uniform. [redacted] former German Air Force officer, previously employee of a railroad office in Cottbus was detached to the VP and, since 1 September, has been assigned as VP commissar to Cottbus airfield.
- 25X1 11. On 1 September, there was no air activity at the field. Throughout the days on 2 and 3 September, take-offs and landings were made by single-engine aircraft with radial engines and two-man crews. (4)
- 25X1 12. [redacted] the Soviet occupation at the field was considerably decreased after 15 August. VP men have allegedly been observed and quartered at the field since 20 August. On 2 or 3 September, two very young VP men were observed going from the field to the town. It was rumored in a factory in Cottbus that the VP men at Cottbus airfield were to be given flight training by the Russians.
- 25X1 13. On 2, 3 and 5 September, test flights with a plane similar to the Klemm-25 were observed at the field. VP men wearing uniforms were stationed at the field. (4)
- 25X1 14. [redacted]
- On 3 September, 20 new three-axle trucks left the field. (3)
15. On 9 September, local flying was practiced at the field by two single-engine planes, similar to the former KL-25. Two single-engine planes flew as a unit between 8 a.m. and 2 p.m. on 10 September. No air activity was performed at the field between 5:30 and 6:30 p.m. on 12 September. No aircraft were observed at the field. The planes were apparently parked in the hangars.

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16. On 7 September, the VP men at the field had town leave. They wore new blue uniforms and, similar to recruits, formed groups of 10 to 12 men, each group being escorted by an NCO. Their estimated age was from 17 to 25 years. The VP men made a good impression.

17. On 9 September, 18 new three-axle trucks, apparently of Soviet origin, left the field. They had no superstructures but consisted only of a chassis with a driver's cabin. The drivers wore black-bordered blue epaulets. (5)
On 12 September, Soviet trucks hauled Soviet soldiers wearing black-bordered blue epaulets and carrying equipment including clothes, kitchen equipment and compressed air flasks from the field to the railroad station. On 13 September, five trucks were being loaded with equipment at the field. [REDACTED]

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18. The 15 large crates which had been reported previously were still observed at the field on 13 September. (6) The fuel dump on Burger highway was apparently not used.

19. A propaganda pamphlet which included an application for membership was made for the Association for Sports and Techniques. Nationalized firms donated motorcycles to the association, which seemed to be an organization similar to the former Nazi party motor corps (NSMK). Instructors in the fields of navigation, radio, meteorology, glider flying, flying with conventional aircraft were required. They were to be trained at the field after working hours. (7)

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20. [REDACTED]

21. After 17 September, single-engine aircraft with radial engines and long cabins for a two-man crew were being unpacked from arriving crates and assembled. The fuselages were hoisted out of the crates by a special hoisting gear. (6)
On 19 September, 19 single-engine planes were counted at the field. Additional aircraft were assembled on 20 September. Between 17 and 21 September, air activity was continuously practiced. [REDACTED]
A Soviet radio truck and a command car were parked at the take-off point. At 3 a.m., on 21 September, eight heavy caterpillar tractors were unloaded and moved to the field. [REDACTED]

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22. On 3 September, local flights were made over the field. Several VP officers stood in front of the hangars. A radio truck with two mast antennas, a red fire truck and two tank trucks were parked on the landing field. At 8 a.m. on 9 September, a white ground signal was fired from the take-off point at the field. Subsequently, 12 low-wing monoplanes with retractable landing gear, single rudder assembly and radial engine with cowling took off. [REDACTED]

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After 7 to 10 minutes, the planes landed and took off another time. After the landing, 50 to 60 men wearing flying suits were observed around the planes. A radio truck, a fire truck and four tank trucks were parked on the landing field. (6)

23. On 3 September, several soldiers carried boxes into the eastern barracks building of the former Luftnachrichten Kaserne. Repair work on the roof of the barracks building was completed. A Soviet sentry and a VP guard were posted at the fence around the barracks installation.

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24. The sentry at the fuel dump just west of the Spreewald railroad line were red-bordered black epaulets. Nine tank trailers were observed in the area of the fuel dump. [redacted] was parked at the collecting point for empty containers.

25. [redacted] Cottbus airfield is to be occupied by Air Volkspolizei. Former German pilots and air force officers are allegedly to fly together with pilots of the Soviet Army.

26. In August, [redacted] the field was occupied by Soviet Air units. A German VP unit was quartered in the barracks installation at the field.

27. Major Chefshenko (fna) of the Werder construction staff who is the construction supervisor at Cottbus and Melzow airfields [redacted] that the VP unit at Cottbus airfield was already being trained. (8) The VP men were quartered in the so-called Staedtchen in Cottbus.

[redacted] Comments.

(1) According to available information, the new ground personnel is assigned to the GATB of the fighter regiment which was stationed at Parchim airfield until late July 1952.

(2) The personnel for the Air VP are probably selected by the various VPDs and then assigned to the regiments of the Air VP. [redacted] 700 men of the VPD Grossenhain left for Cottbus in early September. [redacted]

(3) It is believed that Cottbus airfield will not be entirely turned over to the VP. The presence of at least one Soviet Air Force unit is indicated [redacted]

(4) The aircraft observed at Cottbus airfield probably are UT-2, Po-2 and Yak-11 trainers. The first two type aircraft are probably assigned to VP pilots. All the planes assigned to the Air VP apparently have a gray green paint.

(5) Recently, motor vehicle transports have been repeatedly observed in connection with Cottbus airfield. These observations, through unconfirmed, possibly indicate that a supply depot is being established at the field.

(6) [redacted] It is assumed that Yak-11 type trainers arrived in these crates. The arrival of such aircraft in crates is reported for the first time. It is not known whether these aircraft are assigned to the VP or whether they are used for the training of Soviet pilots. The information that an increased number of Yak-11s was observed was also received from other airfields.

(7) The Association for Sports and Techniques was established in Eastern Germany as a paramilitary organization in order to select and train members for the individual branches of service of the Volkspolizei.

(8) Major Chefshenko or Chevshenko is known to the superintendent of construction work at Melzow airfield.

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